

FROM "THE TIMES" OF

TO-DAY.

(BY SPECIAL ARRANGEMENT WITH THE PROPRIETORS OF THE TIMES.)

THE KAISER'S SPEECH.

The Times, in a leader on the Kaiser's speech, says—All this sounds very timely when compared with the bragging promises in which the War Lord indulged until he had the experience of the storm he so wantonly brought down upon a peaceful Europe. We are not altogether surprised that the North German Gazette has hurriedly issued an explanatory comment on the lack of the semi-official speech that was often the talk of the Imperial utterances which the Kaiser has made in the days when His Majesty had

spoken with discreet audacity. This time it is the duty of the inspired orator to raise the spirits of his hearers, which might be 'damped by the solemnity of pessimism in his words. The Northern German *Zeitung* reassures the public by informing them that the speech "is not to be interpreted as meaning that we have as much before us as to be done as we have done," and it disavours any claims to a "victory of the spirit." The speech is based upon the Emperor's language, that "the result of the war is still an open question." That result, it informs the downhearted, "has already been achieved." It has not, it says, been achieved, but it is certain that it is on the sure and certain way to achievement in a sense very different from that of this German writer.

Professor *Tracy Phillips*, writing to *The Times* from *Trinity College, Dublin*, says: "We cannot, as the Allies did in 1914, proclaim that we are fighting not a nation, but a military adventurer by whom that nation had been enslaved, for the Germans, as the Allies were, are to their feelings, have made it clear that they accept full responsibility for, and rejoice in, the crimes of their rulers. But as the Allies of a hundred years ago made it their aim to exclude Napoleon from Europe for ever from the Throne of France and to leave the *Entente* Powers, when the proper time comes, should refuse to make peace either with the present German Emperor or with any member of his family, and to insist that they are fighting for ever from that 'militarist' which we have proclaimed it our mission to destroy."

GERMAN ANXIETY ABOUT RUMANIA.

The latest German papers, says *The Times*, which have reached London, are full of anxious speculations about Rumania. The Berlin *Landesanzeiger* on Sunday quoted the Göttingen *Stempel* for the statement that Rumania has declared the *Entente*, and resolved to declare war on Austria-Hungary, and that the Rumanian Army "will strike in the course of September as soon as certain definite events have taken place." The *Landesanzeiger* adds that the *Freie Presse* of Göttingen, for example, talk about the "Rumanian Spring," and say that the situation must be regarded "without optimism, but also without pessimism." It also argues that Rumania is endeavoring to create the impression that Rumania has already reached decisive

THE STOCK EXCHANGE.

The Stock Markets, says *The Times*, were very dull in London yesterday owing to the quietness of business, which in turn was mainly due to the difficulty of bringing buyers and sellers together. Investment Stocks were generally lower, but in the speculative Department Metals and Mining Shares were exceptionally a little firmer. Among Shipping Securities Khedivial Canal Shares were the only ones that were higher. The number of bargains recorded was 1,500 as compared with 2,600 on the preceding day.

THE PETROL SUPPLY.

STATEMENT BY MR. MARCOURT.

On the notice for the third reading of the Consolidated Fuel Bill in the House of Commons yesterday.

MR. MARCOURT said he desired to call attention to the petrol question. He complained of the action of the Government in not being more diligent in attempting to get the applications placed before them for licences. The work of the Government was not satisfactory. The Committee should have disapproved a certain proportion of petrol to car owners, according to the requirements of the arrangements of the Committee, allowed a large number of men to obtain licences, and not to have been able to supply the other useful work for the nation had been left unperformed because they could not get petrol.

MR. MARCOURT said the real cause of the deficiency in petrol was the shortage of tankers, and that was a matter which was being dealt with by the Admiralty. Every endeavour had been made to get the petrol supply up to the level

by the board of Trade to plan for the future. I am sure that the committee was soon as they were in the water the Admiralty commanded them. There had been the same thing in the case of the Royal Army. He had sought the world for tankers without success. He hoped the committee would be able to find tank loaders for the storage of heavy oil, and thus release the same number of tankers from the debt of gratitude for their services. He was not sure that the committee had agreed in principle that Sunday motor cars should be stopped, and though this had not been decided, he was sure that the War Office petrol at home just now was criminal. He thought the committee should be the public exercised reasonable economy in the use of petrol. He was sure that the subject of the Petrol Committee is to distribute the commodity fairly, and as to the best method of doing this, he was sure that the shortage might be measured by the few months. (Hear, hear.) One of the features of

cars and the decrease in private cars. No less than 324,000 applications had been made to the Government for 1975, and 100,000 of these 53,000,000 gallons were demanded, only 10 million gallons were available. Licences had been issued for 100,000 gallons, but only 10,000 of these were of commercial cars would receive 60 per cent; industrial operations were to receive 20 per cent; and the remainder 50 per cent for private cars. Doctors and veterinary surgeons the full amount, with a maximum of 50 gallons per year, and the remainder 50 per cent for motor cycles, two gallons per month. Six million three hundred and thirty thousand gallons of petrol were consumed in the month, which was made up as follows:-

Commercial cars	2,100,000
Industrial processes	812,500
Taxi-cabs and omnibuses	2,687,500
Medical and veterinary surgeons	1,000,000
Private cars	700,000
Motor cycles	181,250

The figure for the petrol that was pumped in the situation was one that called for prompt

Mr. RUTHER thought Army officers were not to be blamed for the shortage of petrol in the State, but that it was necessary use of motor cars in the State was not just as well be done by other vehicles. He said that the Government should take storage in both lands and stop pleasure and "tour" rides by every class of the community. He said that the Government should reduce the use of petrol for machinery was supplied with 60 per cent. of what they asked for.

except doctors. With regard to cabs, he told that the allowance of two gallons a day was sufficient for the purpose. He also ascertained that two gallons a day would be sufficient if it was used with paraffin.

Sir JOHN SPEAR advocated a more liberal allowance of petrol for owners of agricultural machines.

Mr. LOUGH said that no proof had been produced that there was any necessity for the restriction which had been placed on the sale of petrol.

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THE KING'S ENGAGEMENTS.

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The *Court Circular* states that Mr. Austen Chamberlain, Secretary for India, had audience of the King yesterday, as also had the Duke of Devonshire, and that in the afternoon His Majesty inspected the Inns of Court Officers' Club.

parting Corps at Dahanu, 1942

